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section 130 of the housing 120. A second sub-chamber 152 extends from the inlet port 122t to the aperture 126, and is defined by the interior partition 124, the diaphragm 160, and the body segment 150 of the inlet section 140 of the housing 120. A third sub-chamber 144 encloses the resilient element 180, and is defined by the diaphragm 160 and the cover segment 142 of the inlet section 140 of the housing 120.

IN THE CLAIMS:

Please cancel claims 1, 4, 14 and 16 without prejudice or disclaimer.

Please amend claims 2, 3, 5, 6, 13 and 15 as follows:

- Sub C1*
2. (Amended) The system according to claim 3, wherein the intermediate portion of the diaphragm comprises a flexible material relative to the central portion.
3. (Amended) A system for controlling evaporative emissions of a volatile fuel, the system comprising:
- a fuel vapor collection canister;
 - an isolation valve including:
 - a housing defining a chamber, the housing including an interior partition, a first port, and a second port, the interior partition defining an aperture and separating the housing into first and second sections, and the first port being in fuel vapor communication with the fuel vapor collection canister;
 - a diaphragm dividing the second section of the housing into first and second segments, the diaphragm including a central portion engaging the second end of the coil spring, a peripheral portion being fixed with respect to the housing, and an intermediate portion extending between the central and peripheral portions, the diaphragm being movable with respect to the housing between a first configuration and a second configuration, the first configuration occluding the aperture so as to substantially prevent fuel vapor flow between the first and second ports and dividing the chamber into three sub-chambers including:
 - a first sub-chamber extending from the first port to the aperture and being defined by the interior partition, the central portion of the diaphragm, and the first section of the housing;

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a second sub-chamber extending from the aperture to the second port and being defined by the interior partition, the intermediate portion of the diaphragm, and the second segment of the second section of the housing; and

a third sub-chamber enclosing the coil spring and being defined by the first segment of the second section of the housing and the central and intermediate portions of the diaphragm; and the second configuration dividing the chamber into two sub-chambers and permitting generally unrestricted fuel vapor flow between the first and second ports; and

a coil spring biasing the diaphragm toward the first configuration, the coil spring including a first end engaging the housing and a second end engaging the diaphragm; and

a fuel tank being in fuel vapor communication with the second port of the isolation valve.

subcl' 5. (Amended) The fuel tank isolation valve according to claim 17, wherein the diaphragm is movable to a second configuration dividing the chamber into two sub-chambers and permitting generally unrestricted fluid flow between the first and second ports.

6. (Amended) The fuel tank isolation valve according to claim 17, wherein the resilient element comprises a first end engaging the housing and a second end engaging the diaphragm.

act subcl' 13. (Amended) The fuel tank isolation valve according to claim 17, wherein the resilient element comprises a coil spring.

act subcl' 15. (Amended) The fuel tank isolation valve according to claim 17, wherein the diaphragm occludes the aperture at the first configuration.

subcl' 17. (Amended) A fuel tank isolation valve comprising:
a housing defining a chamber, the housing including a first port adapted to be connected in fluid communication with a fuel vapor collection canister, a second port adapted to be connected in fluid communication with a fuel tank, and an interior partition defining an aperture. the interior partition separating the housing in to first and second sections;

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a diaphragm movable with respect to the housing, the diaphragm dividing the second section of the housing into first and second segments; and

a resilient element biasing the diaphragm toward a first configuration dividing the chamber into three sub-chambers and substantially preventing fluid flow between the first and second ports;

wherein the chamber at the first configuration comprises a first sub-chamber, a second sub-chamber, and a third sub-chamber, the first sub-chamber extending from the first port to the aperture and being defined by the interior partition, the diaphragm, and the first section of the housing, the second sub-chamber extending from the aperture to the second port and being defined by the interior partition, the diaphragm, and the second segment of the second section of the housing, and the third sub-chamber enclosing the resilient element and being defined by the diaphragm and the first segment of the second section of the housing.
